

THE DELAWARE AND HUDSON COMPANY BULLETIN



*"The
D.H."*

DECEMBER 1, 1928

DEER IN WOODS
PARVIEW, PA.



Success!



*IT'S DOING your job the best you can,
And being just to your fellow-man;
It's making money, but holding friends
And staying true to your aims and ends.*

*It's figuring how and learning why,
And looking forward and thinking high,
And dreaming a little and doing much,
It's keeping away's in closest touch*

*With what is finest in word and deed,
It's being thorough, yet making speed;
It's daring blithely the field of chance
While making labor a brave romance;*

*It's going onward despite defeat,
And fighting staunchly, but keeping sweet,
It's being clean and it's playing fair;
It's laughing lightly at Dame Despair;*

*It's looking up at the stars above,
And drinking deeply of life and love;
It's struggling on with the will to win,
But taking loss with a cheerful grin.*

*It's sharing sorrow and work and mirth,
And making better this old earth;
It's serving, striving through strain and stress,
It's doing your noblest — that's Success.*

—Selected.

*"The
D.H."*

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DELAWARE AND HUDSON COMPANY
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Vol. 8

Albany, N. Y., December 1, 1928

No. 23

Still Hears Calls of Rails

Even Though Retired From Active Service Our Personnel at Fort Edward Would Seem Incomplete Without "Dad"

RAILROADING today is far different from what it was approximately one-half century ago. With our modern equipment, and thorough organization, many problems which once faced the train crews have vanished. Young men have come to take the place of our veterans on the road. Yet when problems arise on the road, when a trainman or fireman is ready to assume the duties of conductor or engineer, as the case may be, they habitually look to the older men in the service for advice and example. The reason is obvious. The "old timer" has grown up with the railroads—his knowledge was gained through experience. In the early days the man who learned fastest rose quickly from the rank of fireman to the rank of engineer.

So it is that today the younger men on the Saratoga and Champlain divisions look to DANIEL H. KEATING, retired engineer, who is familiarly known as "Dad," for advice and counsel. His home at 86 East Street, Fort Edward, N. Y., is within full view of the passenger station and the yards of our company at that point. During the day he is to be found among the men with whom he once worked, chatting and exchanging

tales of the road, gleaned from experience and contact with his fellow workmen through years of continuous service with our railroad. A complete biography of his life and the things he has witnessed would indeed be a romance.



DANIEL H. KEATING

He was born at Green Island June 20, 1857. At that time the largest car and locomotive shops of our line were located at that point. Oneonta was a close second, and there were other repair shops at various points on the road. When nineteen years of age he was first employed by F. A. Harrington, then agent at Green Island, and later General Superintendent of the New York Central Railroad, as "number-grabber," known now as number-taker. His duties consisted of taking the numbers of all cars coming into and departing from Green Island. He was paid \$35 per month for this work. During the following few years he held other positions at Round Lake and Green Island, and finally

entered the service as a fireman on December 24, 1879, forty-nine years ago.

He received his first firing experiences on engine 74, an old "bob-tail" engine, with engineer Mochager O. Elliott, an old pioneer engineer, in the yards at Green Island. This man

The Delaware and Hudson Company Bulletin

later built a hotel at Green Island now standing just west of the present intersection of Hudson Avenue and George Street in Green Island. Mr. Elliott was one of the early enginemen and as a result, Mr. KEATING learned much of railroading from him.

He then fired for JOHNNIE HINES, now pensioned, when he first came to Green Island from the Rutland and Washington Railroad (now our Rutland and Washington Branch). Mr. HINES was assigned the locomotive named *Whitehall* by John L. Corey, then master mechanic. Of Mr. HINES, Mr. KEATING would have it said, "He was most fatherly, always seeking an opportunity to help a youngster along; and the most highly respected engineman I ever fired for." He then fired locomotives with Levine Gildersleve; Charles McCue, on the local freight between Green Island and Whitehall; and George Hydorn.

While firing for Mr. Hydorn, Mr. KEATING tells us, the former once pulled a special train for General Superintendent Theodore Voorhees, which made a world's speed record. The locomotive, number 130, the *George H. Cramer*, was Mr. Hydorn's regular engine, and always handled the special train for Mr. Voorhees. On this occasion Mr. Voorhees timed the train over a mile of track between Ganesvoort and Summit (now Cooks), and that mile was run in forty-two seconds. According to Mr. KEATING this record stood for some years until broken by locomotive 999 of the New York Central.

Mr. KEATING was promoted to the rank of engineman in 1885. He first worked in the yards at Green Island. He then pulled a through freight between Green Island and Port Henry with Conductor Sandy Brown; trains 25 and 26 with locomotive number 110, the local freight between Green Island and Saratoga, returning the same day; and in 1890 he was sent to Fort Edward on a helper engine working out of Fort Edward to Summit and return. He also held other runs out of Fort Edward at various times including the local freight between Fort Edward and Lake George, and the passenger train between those two points.

Mr. KEATING well remembers the famous "blizzard of eighty-eight." He says that it took eight locomotives behind the snow plow, *Jake No. 1*, to clear the track between Albany and Green Island. The snow was drifted in places to a depth of from eight to ten feet. Trolley cars were stranded on March 12, and the following day empty cars were entirely "snowed under" in the

streets. As a result the milk men were forced to make their deliveries from sleighs and horse-back.

On one occasion while coming south out of Fort Edward he saw a woman walking across the railroad's bridge crossing the Champlain Canal directly in front of his locomotive. He thought he could not stop and after closing the throttle and applying his brakes, told the fireman to go and look. The fireman rushed out on the bridge when the train stopped and found the woman standing by the tender of the locomotive. She spoke very highly of Mr. KEATING when she had regained her composure.

He had many "close-calls" during his railroading experience and he is extremely proud to say, "I never had one unfavorable mark on my service record during all of the time I served our company."

Mr. KEATING was also prominent in civic life. He has been a member of the board of trustees of Fort Edward, village president, a member of the board of education, and postmaster of the village. He is a member of the Delaware and Hudson Veterans' Association, Brotherhood of Locomotive Enginemen, Division 87 of Troy, N. Y.; Benevolent and Protective Order of Elks; Knights of Columbus, Fort Edward; and St. Joseph's Roman Catholic Church of Fort Edward. He was united in marriage with Miss Mary Reardon, in 1886. They have no children.

Old Photographs

THERE are, in the files in the office of publication of the *Bulletin* a number of pictures which have been loaned to us for reproduction purposes from time to time. Some of them are very old and are doubtless treasured by the owners. As the majority of them are not marked with the name of the owner, if we have a picture belonging to you, or if you can furnish us with any information which would assist us in returning these pictures to their rightful owners kindly address a letter to the *Bulletin* or *Craftwise*, Room 905, Delaware and Hudson Building, Albany, N. Y., giving as much information about the picture as possible so that it may be identified from the others.

Pete—Has Mike changed much?

Pat—He thinks so.

Pete—How so?

Pat—He's always talking about what a fool he used to be.

Joseph Henry, Albany Scientist

Statue Recently Unveiled in Honor of the Originator of the Principle of the Electro-Magnet, Upon Which Many Modern Appliances Depend

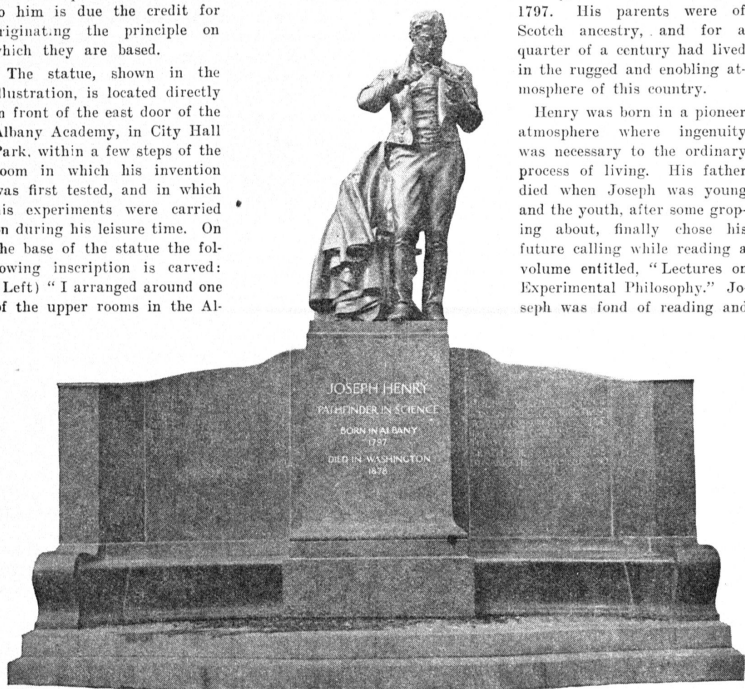
ON October 19, last, a statue was unveiled in memory of Joseph Henry, the man who made possible, in a large measure, the present degree of perfection along the lines of telephone, telegraph, generator, motor and electro-magnet construction by originating the principle of electro-magnetism. Others have carried on the work where he left off and have perfected them, but to him is due the credit for originating the principle on which they are based.

The statue, shown in the illustration, is located directly in front of the east door of the Albany Academy, in City Hall Park, within a few steps of the room in which his invention was first tested, and in which his experiments were carried on during his leisure time. On the base of the statue the following inscription is carved: (Left) "I arranged around one

bany Academy, a wire of more than a mile in length, through which I was enabled to make signals by sounding a bell.—Joseph Henry." (Right) "He discovered self-induction and his contributions to the knowledge of electro-magnetism are essential to the electric telegraph, the telephone, the dynamo, the motor and radio."

Joseph Henry was born in Albany, N. Y., December 17, 1797. His parents were of Scotch ancestry, and for a quarter of a century had lived in the rugged and ennobling atmosphere of this country.

Henry was born in a pioneer atmosphere where ingenuity was necessary to the ordinary process of living. His father died when Joseph was young and the youth, after some groping about, finally chose his future calling while reading a volume entitled, "Lectures on Experimental Philosophy." Joseph was fond of reading and



Statue at Albany, (N. Y.) Academy

it is no wonder that his interest and ambition should have been awakened while reading a book which dealt with the subject of experimentation. He at once entered night school and later the Albany Academy.

While at the Academy his interest in mathematics and physical science grew and his knowledge increased. He then took up the study of medicine, at the same time tutoring in the home of General Stephen Van Rensselaer. An appointment was then offered him to survey a route across New York State, which he carried out with marked success. This would have resulted, no doubt, in a re-appointment had not his election in 1826 as a professor of mathematics and natural philosophy in the Albany Academy called him to the life of scientific research.

He was a teacher of rare enthusiasm and power, taking into the class room the inspiration he derived from his experiments, particularly in the field of electro-magnetism. All of his leisure time was occupied in making experiments and it was in a room at the Academy that the experiment was made which led to the adoption of the principle of the electro-magnet, by other inventors.

The electro-magnet was hung on the wall of his room, and to it was attached one end of over a mile of wire. A bell was attached to it so that when a current was passed through the wire the bell moved back and forth and striking a solid object was made to ring. Once this principle had been proved by his experiment, others used it in inventing the telephone, telegraph, generators and other modern electrical appliances.

In 1832 he went to Princeton to teach and remained there until he was made the first secretary of the Smithsonian Institute, Washington, D. C., where he remained until his death on May 13, 1878.

The dedication of the statue took place as the feature of the sixty-fourth convocation of the Regents of the University of the State of New York in Chancellor's hall of the Education Building, Albany. The statue was presented to the city by William G. Rich, first vice-president of the Albany Institute of History and Art and was accepted by Mayor Thacher of Albany.

EVERY man is said to have his pet ambition. Whether it be true or not, I can say for one that I have no other so great as that of being truly esteemed by my fellow men by rendering myself worthy of their esteem.—ABRAHAM LINCOLN.

three hundred and fifty-eight

The Word "Manufacture"

Quoted from The National Industrial Conference Board, Inc. Bulletin.

THE word "manufacture" is nearly 400 years old, having been coined in France in the Sixteenth century by combining two Latin words which mean, taken together, "to make by hand." The word was given this meaning in a French dictionary published in 1611, and was used in English by Bacon, in this sense in 1621. It is interesting to trace the change in the meaning of the word by comparing the definitions given in dictionaries issued at various dates. Three periods may be distinguished:

- (1) 1621 to 1754, during which period the meaning is limited to hand work.
- (2) 1755 to 1802, during which period a broad, general meaning (evidently allowing machine work as well as hand work, but not using the words "machine" or "machinery" exists side by side with the exclusively hand-work meaning. This latter disappears at the end of the period.

- (3) 1803 to 1898 [the present], during which period only the broad, general meaning is used.

Both hand and machine work are evidently allowed in the early years of this last period, but the words "machine" and "machinery" do not appear in the definition until 1830. This was, however, in an American dictionary (Webster's). The first use of these words which has been noted in the definitions given in English dictionaries was in 1846.—Twelfth Census of U. S., 1900.

Profits Are Made By Men

A DISTINGUISHED railroad man once said: "What the investor will never understand is that it is management (and direction) that makes a railway prosperous—or a wreck."

He also gave utterance to this brilliant epigram: "It is in backing men rather than rights of way that money is to be made."

Buildings, machinery, locomotives, freight cars and railroad ties are dead and inert things unless they are vitalized by human initiative and enterprise.

Whether a man is an investor, a creditor, or an employee his judgment of the business in which he risks his money or his future must be based on an analysis of men as much as on an analysis of balance sheets.

Profits are made by men and not by machines.

December

Kalm's Travels In America

Some Very Interesting Facts About Early American Indians, Colonists, and Colonial Customs Are Told By the Swedish Professor Kalm

THE springs of American civilization," says Francis Parkman, "unlike those of the older world, lie revealed in the clear light of history." To this flow the Kingdom of Sweden contributed its small part. The South Company, founded for the purpose of making settlements in the New World and conducting extensive commercial enterprises, particularly the production of copper, was turned away from its original purpose and failed.

In 1637 the New Sweden Company was formed to trade and plant colonies on the coast of North America "from Florida to Terra Nova" (Newfoundland). It was under their auspices that Peter Minuit, who had been Governor of the New Netherlands and who was now heavily interested in the new company, set sail.

Sweden had set up a claim of sovereignty in America "in virtue of the articles of the contract entered into with the wild inhabitants of the country, as its rightful lords, from the east seacoast at Cape Henlopen upwards along the south side of Godin's Bay, and so up the great South (Delaware) River, onward to Minque's Kill," etc.

DeVries planted a colony at Hore Hill, a few miles north of Cape Henlopen, in 1631. When he revisited it in the following year, to use his own words, "We found our house destroyed. It was surrounded with palisades instead of parapets or breastworks, but the most of them had been burned. We found the ground strewn with the heads and bones of our murdered men."

In August, 1637, Peter Minuit set sail from Gotheborg in a ship of war, called the "Key of Calmar," followed by another vessel, bearing the name of "Bird Griffen," both laden with people, provisions, ammunition, and merchandise suitable for the traffic and gifts to the Indians. He reached the Delaware in the middle of April, 1638, and immediately purchased of the Indians all the land on the western side of the river, from Cape Henlopen up to the fall called Santickan (Trenton) and for forty miles back from the river. Minuit built a fort which he named "Fort Christina," after the reigning Queen of Sweden, probably on what is now called Lewis' Creek, in the State of Delaware.

Lieut. Colonel John Printz brought over colonists in three separate voyages; was made Governor, and built Fort Nassau on an island in the Delaware. By 1655 the colony had as many as 1,000 inhabitants. On August 30th of that year there came the Holland Governor, Peter Stuyvesant, with seven vessels great and small, and from 600 to 700 men strong, from the North River and New Amsterdam up into the Delaware and fell violently upon the Swedes, who capitulated on the 15th of September. Sweden at that time was involved in the long German and Polish war and, furthermore, had no naval strength, whereas Holland was firmly intrenched on the Hudson and was at about the height of her sea-power. While the sovereignty passed, the settlement prospered and correspondence with the mother country was carried on and its interest maintained.

On October 16th, 1747, Professor Peter Kalm, being financed by the three universities Abo, Lund and Upsala, set out for America to "make there such observations and collection of seeds and plants, as would improve Swedish husbandry, gardening, manufactures, arts and sciences." He spent the best part of a year in England and finally sailed August 15th, 1748. He landed at Philadelphia on September 26th, and that winter he passed among his countrymen at Racoon in New Jersey.

The next year, 1749, Professor Kalm went through New Jersey and New York, along the river Hudson to Albany, and from thence, after having crossed the lakes of St. George and Champlain, to Montreal and Quebec. He returned that winter to Philadelphia, and sent a new cargo of seeds, plants and curiosities to Sweden. In the year 1750, he saw the western parts of Pennsylvania and the coasts of New Jersey, passed New York and the Blue Mountains, went to Albany, then along the river Mohawk to the Iroquois Nations. He then viewed and navigated the great lake Ontario, and saw the celebrated fall of Niagara. In his return, he crossed the Blue Mountains in a different place, and in October again reached Philadelphia. In 1751 he returned to England, arriving at London on March 29th. He

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A Glimpse of the Merry Crowd Just Before

"Number Nine, Still Going Fine"

Ninth Annual "Get Together" Meeting of Saratoga Division Officers and Employees
Success in the Opinion of all Who Attended, and Was a Fine

BIGGER and better," was the unanimous decision of all those who were present at the Ninth Annual "Get Together" meeting of Saratoga Division officials and other employees, which was held during the afternoon and evening of Thursday, November 8, in the Masonic Temple, in Broadway, Saratoga Springs, N. Y.

Prizes had been offered to the winners at bridge, euchre and five-hundred, and many were on hand in the early afternoon to enter the competition. Those who entered were seated at tables on which a variety of candies was to be found.

three hundred and sixty

The winners of the prizes, which consisted of jewelry, cards, and other useful articles, were as follows:

Bridge—Mrs. William C. Sill, first prize for ladies; Mrs. William L. Bean, ladies second prize; WALTER BENHAM, first gentleman's prize; and JOHN O'HARE, gentlemen's second prize.

Euchre—Mrs. W. J. Mulhern, first; Mrs. O. J. LaPaugh, second; J. E. CAMPBELL, first; and L. A. LALIBERTE, second.

Five Hundred—Mrs. M. Hayes, first; Mrs.



crowd Just Before Dinner Was Served

"Fine," Is Opinion at Saratoga

*Employees, Held at Masonic Hall, Saratoga Springs, November 8, Was a Decided
Was Finer Than Any Other Meeting They Have Ever Held*

Stanley Rivet, second; Mr. A. O. LEE, first; and
J. D. CURTIS, second.

In addition to the card playing, many played billiards and pool. Others visited with old and new acquaintances until shortly after seven o'clock when those present entered the dining room where a turkey dinner was served by Court 55, Order of Amaranth. Mrs. J. D. Curtis, who was in charge of the service, was to be congratulated on the splendid dinner her order had prepared. Others who were responsible for the success of the banquet were Mrs. Northrup, in charge of

table decorations; Mrs. C. T. King, supervisor of the work in the kitchen, and Mrs. C. B. Meader who presided in the dining room.

During the dinner a musical program was presented by Howland's Orchestra, of Mechanicville. They rendered many popular songs, and their concert was interspersed with novelty acts, and singing. Prominent on this program was the singing of the Delaware and Hudson Quartet, which sang two popular songs, "Oh Lena," "Girl of My Dreams." They were so heartily applauded that

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three-hundred and sixty-one

The Delaware and Hudson Company BULLETIN

Office of Publication :

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ALBANY, N. Y.

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Permission is given to reprint, with credit, in part or in full, any article appearing in THE BULLETIN.

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No. 23

*The little things are the things worth while—
The words of praise, the pleasant smile;
The helpful thought, the handclasp true,
The kind of things you always do.
Just the little things that help along
And fill one's life with joy and song.*

—EXCHANGE.

How Jobs Are Lost

ONE of the most discouraging things in the world is the small amount of help a young fellow can get when he is trying hard to lose his job. It sometimes seems as though there were a conspiracy to make him keep it.

This is a condition that should be remedied. Here, therefore, are ten rules, hastily compiled by the Employees Magazine of Columbia Gas & Electric Co. If you want to lose your job, try these. Some of the finest jobs in the world can be lost by faithful use of these rules:

1. Contrive always to be just a little late in reporting in the morning, and to sneak out a few minutes ahead of closing time at night.
2. If somebody asks you something just the least bit outside your own duties, pass the buck, and be careful not to be too polite about it.
3. If the boss asks you what you think about a plan he has in mind, "Yes" him as hard as you can until he has actually issued orders, and then tell him you always felt sure it wouldn't work.
4. Be careful to pick up and pass along every bit of gossip you can pick up about your fellow-workers, but don't use any of your own time doing it.
5. If you see a chance to graft some small

service, from postage stamps up, at the company's expense, grab it and then brag about it.

6. Don't be too respectful to your superiors—a little informality and familiarity helps wonderfully.

7. If something goes wrong in your department, never accept a particle of blame. Always be ready with a long story to explain why it was all somebody else's fault.

8. When you see a chance to make a suggestion that would help the work in your department go more smoothly, keep it to yourself.

9. If you are a desk worker, see to it that your desk is so littered that nobody can find anything in or on it. If you are a factory worker, keep your tools just as dirty as you can and never make the mistake of putting them away when you are done.

10. Best of all, perhaps—any time you can tell a good lie, tell it, especially to the boss. He is almost sure to find out, and then your problem will be solved.—*Erie R. R. Magazine.*

Don't You Agree?

THERE are those who think that education consists in having a great fund of book learning. But to those who give any thought to the problems of education it becomes plain that education consists chiefly not in this book learning, but in attitude toward one's self and toward the world in general.

A leading magazine carried an article by a writer recently, who gave the following as the ten marks of a genuinely educated man. After reading and thinking over what he says, don't you agree?

1. *He keeps his mind open on every question until the evidence is all in.*
2. *He always listens to the man who knows.*
3. *He never laughs at new ideas.*
4. *He cross-examines his day dreams.*
5. *He knows his strong point and plays it.*
6. *He knows the value of good habits and how to form them.*
7. *He knows when not to think and when to call in the expert to think for him.*
8. *You can't sell him magic.*
9. *He lives the forward-looking and outward-looking life.*
10. *He cultivates a love for the beautiful.*

—KODAK MAGAZINE.

Examinations Protect Your Health

IN a recent radio health talk broadcast from Station WGY, Schenectady, Mr. B. R. Rickards, Director of the Division of Public Health Education, of the State Department of Health, called attention to the number of sudden deaths of prominent men which have occurred recently, the cause being variously stated as apoplexy or cerebral hemorrhage.

"The truth of the saying that a man is as old as his arteries," said Mr. Rickards, "is demonstrated almost daily in the newspapers by items recording the sudden illness or death of some prominent man. The cause is variously stated as a stroke, apoplexy, cerebral hemorrhage, or some other term but all indicating that an artery gave way, that a blood clot formed and that paralysis or death resulted.

"Generally the newspaper item records the fact that the man so stricken was of middle age, prominent and frequently at or near the height of his career. Two instances of this kind have occurred recently. Shortly before the national conventions a man prominently mentioned as a candidate for the presidency died suddenly from a stroke just before he was to make a speech in his home town. A few weeks ago, a man, who has been very active in public affairs in New York State also came to the same sudden end of his human existence.

"It seems a pity that people of great use to the world should be cut down at a time of life when they are of most service. The purpose of this talk is to emphasize that in the vast majority of instances such deaths are needless if persons of middle age will only observe a few simple rules.

"Note that most of the persons who are so stricken are usually forty-five or over, frequently

overweight and under the strain either of public life or business connections which require work under pressure, attendance at banquets, or late gatherings and, in general, irregular hours for eating, sleeping and exercise, thus breaking three of the most important rules for maintaining a healthy body.

"We may not want to believe it, but the fact remains that after forty with most people, the human body, instead of continuing to develop in strength and energy, begins to degenerate. It is therefore of the highest importance that persons reaching that age, if they haven't already formed the beneficial habit, should without fail have a complete physical examination once or better twice a year by a reliable physician. Such an examination should include not only the heart and lungs but blood pressure and all the other tests included in the standard health examination blank.

"But how will such a procedure protect a person from hardening of the arteries, from heart disease and the other degenerative diseases of middle age? The answer is simple. Just as it is easy to blow out a match, but hard to stop a conflagration, so is it a relatively simple matter at the outset to check the insidious beginnings of these diseases through removing their cause, but it is a difficult if not an impossible task to effect a cure once the condition has progressed to any great extent.

"Have a health examination at least once a year. Select your birthday as an appropriate time.

"If you are interested to go into this matter further we invite you to write to the State Department of Health, Albany, New York, for additional facts."

Substitutes for a Vacation

GO next door or across the street; sit there and wish you were at home. Remarkably like a vacation.

Examine ruts in roads near your home through a magnifying glass. Looks exactly like the Grand Canyon.

Poke cinders into your eyes and sleep on the pantry shelf. Wonderful substitute for an upper berth.

Fill your grips with books or lead, and run

for cars every day. Same thing as touring Europe.

Fill bath tub with water, put in some broken glass. Ah! Just like the old swimming hole.

Open up all screen windows and doors and let in the mosquitoes. Just like camping.

—CONSOLIDATED NEWS.

Malze: Is your boy friend a one-arm driver?
Mamie: Not him. He takes a taxi and uses both arms.—Kreolite News.

Tied For First Bowling Honors

BY winning three games from the West End Community Men's Club during the evening of Saturday, November 17, the team representing the Delaware and Hudson Athletic Association in the National Bowling League, Albany, went into a tie for first place honors with Keelers, their old rivals, and K. of C. Nationals.

WALDBILLIG, who bowled 224, 233, and 175, led the National League in averages at the close of the games Saturday evening, with 196. BEALE is also in the first ten in the league with 187. WILLIAM FOLEY, playing with the team for the second time, rolled 636 for the evening, an average of 202, which is exceptionally high.

The team is being equipped with uniforms as they were last year, and if they continue at their present rate, they will make a strong bid for first place honors in the National League when the season comes to a close next spring.

Scores for these games were as follows:

	D. & H. A. A. (3)			
	1st Game	2nd Game	3rd Game	Total
Beale	189	169	200	558
Rowe	134	154	170	458
Williams	199	169	158	526
Foley	200	245	191	636
Waldbillig	224	233	175	632
Totals	946	970	894	2810

	WEST END COM. MEN'S CLUB (0)			
	1st Game	2nd Game	3rd Game	Total
Malsan	159	167	168	494
Karow	199	203	148	550
Vedder	157	143	126	426
Sheely	195	184	174	553
Kirtley	194	196	208	598
Totals	904	893	824	2621

Here's to the memory of Johnny McGuire, Who ran through the town with his trousers on fire; He went to the doctor and fainted with fright, When the doctor told him his end was in sight!

INSURANCE CLAIMS PAID

OCTOBER, 1928

Death benefits	\$22,400
Health benefits	7,403
Accident benefits	951
Accidental Death and Dismemberment benefits	2,600
Total and Permanent Disability benefits	669
Total benefits	\$34,023

Who Makes Up the Railroad

L. W. BOHN

THE train dispatcher spends his days,
When traffic's smooth or in a haze,
Arranging points for trains to meet,
And jotting figures on a sheet.
He says, "It's Me; I am the brains
That keeps a-moving all these trains.
I keep them going night and day
Upon the busy right of way.
Without my will they cannot start;
I play a most important part.
And so, as anyone can see,
The railroad most depends on Me."

Said the engineer while oiling round,
"The dispatcher's sure a busy hound.
But it's Me who sits, eyes straight ahead
A-watching signals green and red.
I am the pug," said the engineer,
"Whose minds alert and eye is clear,
Who watches out for precious lives
Of children, sweethearts, husbands, wives.
I drive ahead through snow and storm
In winter cold or summer warm.
I rather guess you'll all agree
The railroad most depends on Me."

The fireman said to the engineer,
"You may be right, but looky here,
Don't you forget, if you please, by heck,
The boy down on the rollin' deck;
The boy who bends his weary back
As she's a-reelin' down the track;
The boy who keeps her hot and poppin'
Without restin', without stoppin'.
I'll tell the world, and it's no dream,
I am the boy who makes the steam.
You cant deny it, no sircie.
The railroad most depends on Me."

The conductor smiled, "The engineer
Is the works," said he, "or pretty near.
The fireman on the rolling deck,
The dispatcher, too, I guess, by heck.
But trains all stop and stop dead still,
And never move a wheel until
I give the signal with my hand,
'Cause I'm the boss, you understand?
And it's Me, the man in navy blue,
Who gathers up the revenue.
I'm captain of the ship!" said he.
"The railroad most depends on Me!"

The section boss, a'standing by
Said, with a twinkle in his eye,
"Let credit fall, where credit's due,
I disagree with all of you!
Now listen here," he said with pride,
"You're all important, 'Taint denied,
But who works out, in rain or shine,
A-keepin' up the old main line?
Who puts in ties and raises joints,
Tends the switches and lines the points?
You're all important, I'll agree,
But the railroad most depends on Me!"

The superintendent, happening by
Said, with a keen appraising eye,
"Each one is wrong, yet each is right.
You keep it going day and night,
But don't forget to bear in mind,
The other men, who stand behind.
The eager young, the gray and hoary,
Deny them not their bit of glory!
Each has his daily task to do,
And, less he does it well and true,
The road will suffer, I'll confess;
Co-operation spells success!"

"Number Nine, Still Going Fine"

(Continued from Page 361)

they returned to the stage to sing "Get Out and Get Under the Moon."

Several selections were also rendered by the Hancox Brothers Donald and Leland, of Troy. They were accompanied by Irving Rosenholtz. The latter sang solos during the dinner. The Hancox brothers were enthusiastically greeted by their listeners.

A special musical novelty was led by John D. Dickson, assisted by the following employes: C. M. ACKER, H. G. STEVENS, W. VAN BERGAN, J. E. CAMPBELL, E. HOLLAND, T. F. WELCH, A. D. WAGAR and MAURICE FUREY. Mr. Dickson marched his "inmates," as he chose to call them, to the platform where they were directed to "play" their instruments when pointed to. This they did with remarkable success. They doubtless surprised themselves with their "acting ability."

Following the dinner the dining room was cleared of the tables and dancing was enjoyed by those present until one o'clock. The dance opened with the Grand March, led by J. E. FAIRHEAD, superintendent of the Saratoga division, and Mrs. Sidney Mosier, wife of our agent at Saratoga. Mrs. Mosier was presented with a large bouquet of chrysanthemums, and each lady in the march was presented with one of these flowers.

The dances were named after trains of our railroad and were as follows: The Laurentian, the Cavanaugh Special, the Main Line Local, the Montreal Limited, General Managers Special, the Adirondack Local, No. 3, Board of Managers Special, the Hill Freight, 1400 (Horatio Allen), the Lake George (Special), the Slate Picker (R. & W.), the Saratoga Special, No. 8 (The Sleeper). Gentlemen were assigned the position of Conductor to escort their lady friends, as passengers, through the program.

Shortly after eleven o'clock the winners of the special prizes were announced. They were Miss Theresa Lake of Mechanicville, winner of the door prize, which consisted of a beautiful silver service set for eight persons. M. Tracknier of Troy won both a Nash six sedan and a Chevrolet roadster when two numbers held by him were drawn from an especially prepared glass box by Patrolman Stevens. Mr. Tracknier held five hundred chances, having purchased 125 tickets, each of which carried four numbers.

The committee which was responsible for the success of the affair was as follows: C. H. KEMP, Chairman; C. W. ANTHONY, Secretary and Treasurer; F. J. FORSTER, F. B. KELLY, L. G. NICHOLS, J. A. DOHERTY, C. M. ACKER, E. MITCHELL, F. BARNEY, S. H. MOSIER, W. H. HYDE, CHARLES SICKLES, M. JENSEN, W. H. MCINALL, J. D. CURTISS, H. G. STEVENS, A. D. WAGAR, V. C. WINNEY, J. M. BURKE, G. H. BONVILLE, J. J. HAYES, W. J. SCHRAMM.

To them is due the credit for the splendid success of the meeting. Over 400 officials, other employes and guests were present and everyone was enthusiastically certain that it had been the finest meeting ever held by them. There can be no doubt that it was the largest meeting of all. Every item on the program was skillfully handled. Ladies and gentlemen alike were highly pleased with the favors presented to them upon entering the hall, which were leather pocket books and wallets for ladies and gentlemen, respectively. Hence the popular opinion that it was "bigger and better" than ever before and the enthusiastic approval of those who were present was fittingly expressed by the phrase, "Number Nine, Still Going Fine."

Canadian Boundry Well Marked

THE marking of the boundary lines between Canada and the United States and between Canada and Alaska is the present work of the International Boundary Commission. The total length of the two lines is 5,526 miles, all of which has been thoroughly surveyed and marked by 5,400 line monuments and 2,521 reference monuments. An exact description of the boundaries includes a total of 10,310 straight-line

courses, of which the largest is 647 miles. This is believed to be the longest straight-line course in any survey in the world.—ENGINEERING NEWS RECORD.

Sam (at marriage license bureau): Ah wants a license.

Clerk: Certainly. Where is the bride-elect?

Sam: What you all mean, bride-elect? Dey warn't no 'lection a-tall. De lady done appoint herself to de office at mah own pussional request.—Current Topics.

Kalm's Travels In America
(Continued from Page 359)

did not go empty handed for besides his collection of seeds, etc., he had married in Philadelphia the widow of the Provost Sandin in February, 1750.

Professor Kalm says that in 1749 near 12,000 Germans came over to Philadelphia, many of whom stayed in that town. In the same year the houses in Philadelphia were counted and found to be two thousand and seventy-six in number. Coals have not yet been found in Pennsylvania, but people pretend to have seen them higher up in the country among the natives.

The ladies make wine from some of the fruits of the land—white and red currants, strawberries, raspberries, cherries and wild grapes. In Sweden this art is in higher perfection than in America.

It would not be worth while to erect any silk manufactures here, because labor is so dear. A man gets from 18 pence to three shillings and upwards for a day's work and the women are paid in proportion.

In the year 1620 some negroes were brought to America in a Dutch ship, and in Virginia they bought twenty of them. These are said to have been the first that came over.

It is very remarkable that the Indians did not know how to make use of the metals or ores which was always under their eyes, and on which they could not avoid treading every day. Thus we see how disadvantageous the ignorance and inconsiderate contempt of useful arts is. Happy is the country which knows their full value.

The maize (Indian corn), some kinds of beans and melons made almost the whole of Indian agriculture and gardening; and dogs were the only domestic animals in America. As their agriculture and their gardening were very trifling, they could hardly live two months in the year upon their produce and they were forced to apply to hunting and fishing, which at that time, and even at present are their chief subsistence, and to seek some of the wild plants and trees here. As to their religion it is thought very trifling, and some even believed that they had none at all. When they heard loud claps of thunder, they said that the evil spirit was angry; some of them said that they believed in a God, who lives in Heaven.

It was thought that no cold winter came up to that which happened in the year 1697, and which is often mentioned in the almanacs.

Almost all the Swedes make use of baths; and they commonly bathed every Saturday. The women wear their dresses very short, hardly coming half way down their legs.

(To be continued in Next Issue)

Modern Boys' Opportunities

W. ATTERBURY, President of the Pennsylvania Railroad, in a recent interview made the following statement:

"If the office boy of today expects tomorrow to be the head of a corporation doing a world business and perhaps controlling the life necessities of half the world's population, he should know something of that world, its people, its geography, and its needs. If he expects to have in his employ, as he will need to have, men who have devoted years of study to fine technical problems, to finance, economics, and those branches of science which find daily employment in business, his fundamental education should at least be as good as that of his subordinates. If he expects to enlist the best minds, his own mind should be as fine as he possibly can make it.

"The pace of modern business is rapid. The young man who hopes to keep abreast of it should come with all of the education he can possibly get. He should know as much about the spirit, atmosphere and fundamentals of business as he can learn. It will be of profit if he knows something of the laws affecting business, and he should not make the common mistake of youth—of being skeptical of business honesty.

"Yes, business is demanding more of the young man, but not more than the young man of today should be equipped to give. He has more opportunity to prepare himself than had the young man of a generation ago. He is growing up under these new conditions into which he is to enter. His schools are better, his teachers better. He is a part of this new, swifter, competitive life.

"I said the young man's ability must be higher if he is to get ahead in business. By that I mean that the ability he already has should be more intensely developed. Business is not demanding more brains of the young man, but a greater use of the brains he already has."

"Why do you rise so early in the morning?"

"I have to get downtown early in order to find parking place for my car."

"But do you not then have a good deal of time hanging on your hands?"

"Oh, then, I take the street car home and have breakfast."—*Cornell Widow.*

Clicks from the Rails

Young Lad Saves Lives

A young lad recently stopped a speeding Atlantic City railroad train just before it ran over a broken rail. The boy's father heard a peculiar ripping sound as a train passed over the track and upon investigating found a fourteen-inch break in the rail. The son was told to flag an on-coming passenger train, which he did with the aid of a pocket handkerchief. The train came to a stop a short distance from the break and after the engineman had been warned, passed slowly over the broken rail. The passengers were so pleased with the lad that a purse of \$125 was collected and the train was stopped in front of his house on the return trip long enough to permit the presentation of their gift.

Another "Longest" Ticket

There seems to be considerable competition among ticket agents at present in selling long tickets. Several claims have been made recently for the distinction of having sold the longest ticket to a railroad passenger. To date there seems to be no one, however, to compete with Kenneth Hickman, passenger agent at New Brunswick, N. J., who, on August 8, sold to a lady passenger what is believed to be the longest railroad ticket ever sold by anyone, anywhere. The ticket was a few inches over thirteen feet in length and covered a trip to the west coast and return, via the northern route on the westward trip, and through the south on the return trip.

He Invented the Bell Cord

Pappy Ayers a pioneer Erie conductor, invented the bell cord. There was no way to signal the engineer if he failed to look back, except by sending a man ahead over the cars. One day Pappy Ayers tied a long rope to a stick of wood and hung it in the engine cab and carried the rope to the rear of the train. His idea was to pull the rope and agitate the stick of wood when he wanted the engineer to stop the train. But he had to lick the engineer before he would recognize the invention.

The First Refrigerator Car

The reported "granddaddy" of all refrigerator cars is a simple wooden box now standing in a barn near Cobden Ill. This box, packed with ice was first used in transporting fresh strawberries over the 323 miles of the Illinois Central between Cobden and the Chicago market, beginning in 1866. The originator of this ice-box system of shipment was Parker Earle, a fruit-grower of Cobden, and it is said that the first berries to reach Chicago in good condition brought as high as \$2 a quart in the old South Water Street market. Mr. Earle subsequently became interested in various other types of perishable freight transportation eventually developing his idea into refrigerator cars somewhat similar to the type at present so widely used. He also pioneered in the pre-cooling of perishable shipments, having a cooling house at Anna, Ill., with a capacity for ten tons of berries.

Apple Tree Grows on Roof

An apple tree, three feet high, was found growing in the eave-trough atop the blacksmith shop of the Pennsylvania at Fort Wayne, Ind., by workmen recently, when they climbed to the roof to make some repairs. It is believed that several years ago someone threw an apple core on the roof. Lodging in the trough amid a collection of cinders and dirt, it was kept moist by the condensation of steam emitting from several exhausts and grew to its present height.

Traveling Expensive for Royalty

It costs the royal family a large sum of money to travel in England. Instance the recent trip made by the King of England to Scotland with his suite. The journey from Euston station, London, to his castle at Balmoral, a distance of 565 miles cost him about \$2,500. In addition to the regular price of tickets the royal party was assessed \$3.50 per mile for the privilege of riding in the "Royal Train," which, while it is owned by the London, Midland & Scottish Railway, is for royal use exclusively.—*Railway Age*.

A Crewless Railway Train

One of the most remarkable railways in the world is the London Post Office Tube Railway, six miles in length, which runs under the streets of London, England, at a depth of seventy-five feet. The tube is nine feet in diameter. Through it crewless trains are run consisting of from one to three cars. Its two tracks are of two-foot gauge, with a third rail for carrying electricity. As a train leaves a station, the section in the rear automatically becomes "dead" and can only be made alive again when the train enters the next section. Therefore, collisions are impossible. The trains operate up to thirty-five miles per hour. The railway is used exclusively for the transportation of mail.

A Railroad Hall of Fame

The Santa Fe Railroad has a Hall of Fame all its own. The stations on its main line and branches are named largely after prominent men in its history. Eighty-seven officers and directors, both living and dead, have been honored by having stations named after them.

Holliday Kan, and Pomeroy, Tex., head the list being named for Cyrus K. Holliday and S. C. Pomeroy, incorporators and first and second presidents, respectively, of the railroad. Thirty-four stations are named for directors, two chairmen of the board, nine presidents, eight vice-presidents four general managers, and the remainder for other officials of the company.

Maniac Halts Rail Operations

Railroad operation was somewhat upset on two western roads recently when a maniac seized control of a signal tower and attempted to run the railroad after his own ideas. He forced the towerman from his post at pistol-point, then set about throwing switches and signals in a reckless manner.

He was finally subdued by police officers who engaged him in conversation until able to get close enough to him to put a stop to his wild actions. No collisions resulted, but it took some time for train dispatchers to untangle the scramble of passenger and freight trains after the self-appointed traffic director had been subdued by the policemen.

Let Us Smile

The thing that goes the farthest toward
making life worth while,
That costs the least, and does the most, is
just a pleasant smile;
The smile that bubbles from the heart that
loves its fellow men
Will drive away the cloud of gloom and
coax the sun again;
It's full of worth and goodness, too, with
manly kindness blent —
It's worth a million dollars, and it doesn't
cost a cent.

There is no room for sadness when we see
a cheery smile;
It always has the same good look — it's
never out of style;
It nerves us on to try again when failure
makes us blue;
The dimples of encouragement are good
for me and you.
It pays a higher interest for it is merely
lent —
It's worth a million dollars, and it doesn't
cost a cent.

A smile comes very easy—you can wrinkle
up with cheer
A hundred times before you can squeeze
out a soggy tear.
It ripples out, moreover, to the heartstrings
that will tug,
And always leave an echo that is very like
a hug.
So, smile away. Folks understand what
by a smile is meant,
It's worth a million dollars, and it doesn't
cost a cent. —*Baltimore "American."*